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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	Burgas Inner Harbor and Shipyard	DATE DISTR.	17 January 1955
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The inner harbor is closed off by an "L" shaped, 1400 meter long mole and a 400 meter long mole which extends from a slip of land near the eastern cape. Because the direction of the waves is in general northeast, the west side of the L-shaped mole is likewise free of waves. Bulgarian merchant ships continually use the outer harbor in addition to the inner harbor of Burgas. Wire nets to prevent submarines from entering, are often stretched across the entrance to the inner harbor. At the end of each mole there are double searchlight emplacements (No. 2 on Appendix), which illuminate the water at night.
2. The slip of land west of Burgas, between Burgas Lake and the Bay of Burgas, has a canal cut through it at the point where the lake forms a little inlet, in a southeast direction toward the sea. Thus, it is possible for medium size ships to sail from the Black Sea into the lake.
3. A double lock system is located at the entrance to canal (No. 6 on Appendix) on both sides of which there are antiaircraft (No. 4 on Appendix) and coastal artillery emplacements (No. 5 on Appendix).
4. The III Torpedoboat Flotilla of the Bulgarian Navy, Black Sea Fleet is permanently located in this nine-meter deep lake.
5. On the south bank of Burgas Lake, at the eastern shore of Murgis peninsula (N 42-29, E 27-24), buildings are being erected where, a submarine bunker is to be built. The surrounding area is blocked off on the shore, and fishing in the surrounding waters is strictly forbidden. up until the end of 1953, 140 Bulgarian workmen were blasting and excavating in this territory. Barges were observed bringing construction materials, mostly reinforced concrete and steel girders, to this point.
6. At the same time, a bridge was begun at a spot on the embankment that separates Mandra Lake from the Bay of Burgas. Apparently, this part of the lake is to be connected with the bay, since the bridge is being built parallel with the embankment. Because of the low arch of the present bridge, at the end of the embankment, traffic in Mandra Lake was restricted to small ships.

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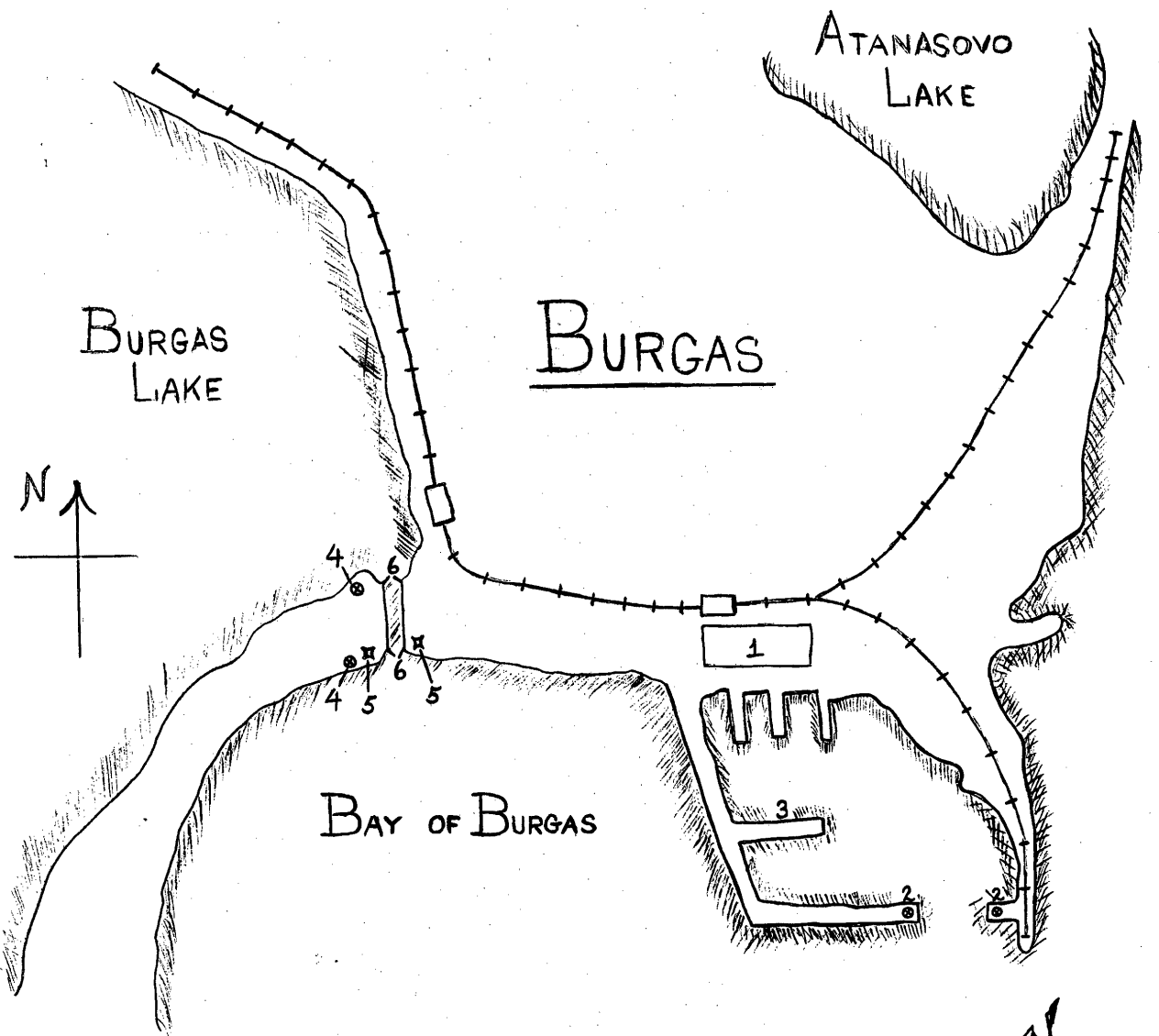
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APPENDIX...



Legend:

1. Shipyard
2. Searchlight emplacements
3. New mole under construction
4. AA positions
5. Coastal artillery
6. Locks

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SEA

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